

## MAETERLINCK ISN'T COMING

## WON'T TRY TO RUN GANTLET OF AMERICAN INTERVIEWERS.

Five Year for Claret and German Wines—France Interested in Wright's Experiments—Auto Grand Prix—End of an Ekopement—Typhoid in Paris.

Special Cable Dispatch to THE SUN.  
Paris, Oct. 21.—The *Figaro* quotes a letter from Maurice Maeterlinck in which he says: "There has never, absolutely never, been a question of my going to America with my wife, Georgette Leblanc. She will go alone in December. If this is true there will be no test of American interviewers' skill in discovering Maeterlinck. He has been quoted heretofore as saying that he would accompany his wife, who is to sing with the Boston Opera Company, and that he would disguise himself so effectively that American newspaper men would not discover him. Perchance, however, this is his first move to throw the interviewers off the scent."

The 1911 vintage of champagne, as already reported in THE SUN, will be excellent. The quality of the claret at the time of tunning presages a great year for Bordeaux, though the quantity is only two-thirds of that of the average year. Burgundy is of less satisfactory quality, and the vintage of red wine will be about half the average, while the white will be practically nil. Chablis is of good quality though small in quantity.

Berlin reports that the quantity of German wine is not yet certain, but that it is hoped it will rival that of some years in quality. From the Rhine, Moselle and Pfalz the reports are uniformly good. Prices will be high both in France and Germany.

The newspapers here announce that the Persian Government has asked France to revise the diplomatic arrangements under which France has had a monopoly of archaeological researches in that country for the last ten years. Russia and the United States have long envied France this privilege, which, says the *Journal des Debats*, has constrained J. Pierpont Morgan's archaeological mission to excavate at Susa only, where the late Prof. Paul Georges Deulauf worked some time ago. Persia now seeks to limit France to excavations at Susa only.

France is following the aeroplaning experiments of the Wright brothers at their camp at Kill Devil Hill, North Carolina, with intense interest. The French believe that the agreement which Lazare Weiller, the head of the French syndicate which controls the Wright patents, made with Wilbur Wright during the latter's visit in 1908 assures to France the enjoyment of any future inventions by the American experts.

There is an interesting contrast in the reception of the news regarding the Wright brothers now and three years ago. To-day any story of their doings is accepted as possible. Three years ago the name Wright was regarded as synonymous with "bluff."

Since the last grand prix race for automobiles at Dieppe in 1908 the opposition of French manufacturers to racing has been strong enough to prevent another international competition. The opposition has been based partly on disputes between the manufacturers and the Automobile Club of France in regard to the control of racing, but it is greatly due to the fact that Germany and Italy got more credit in those races than France.

The Automobile Club of France has now decided to give a grand prix in 1912 for a purse of \$4,000 in addition to a cup. Chevalier de Kniff tells the correspondent of THE SUN that the conditions for this race have not yet been decided upon, but that it is very likely that the cars will be of unlimited power and size and that they will race for two days, making 600 miles a day and that a change of drivers will be allowed.

It is probable that the condition of the French automobile trade had some influence in the resumption of racing, for while the exports of cars for nine months in 1911 decreased \$81,000, France, or \$20,000, the imports increased \$211,000, France, or \$52,000. During this period England bought cars worth 10,000,000 francs. The United States in that time spent 1,750,000 francs less in French cars than in a similar period in 1910. France now has 60,000 automobiles, England 80,000 and the United States 150,000.

Ferdinand d'Albade d'Arrast, whose flight to Canada with his children's governess occupied considerable space in the newspapers in the early part of last summer, has returned to his home. The fugitives after their expulsion from Canada as undesirable—an act which France entirely failed to comprehend—visited Belgium, the Rhine and Switzerland. Then they went to Italy and meditated over their conduct. Remorse seized them and when they realized that their money was gone they decided to return to France. Miss Benoit, the governess, returned to her mother, and d'Arrast, after waiting until his mustache, which he had shaved off, had grown out again, returned to his chateau. All the servants were changed and the education of his children has now been entrusted to a priest.

There is an epidemic of typhoid fever in Paris. During the last week there have been 105 cases and fifteen deaths from that disease instead of the usual forty-five cases and five deaths. The increased number of cases is attributed to the bad condition of the water after the summer drought. It seems to prove that there really are people in Paris whose water as a drink.

## RUSSIAN RAILROAD PROFITS.

Earnings of Government Lines Exceeded Estimates—Over \$315,000,000 Cleared.  
Special Cable Dispatch to THE SUN.  
St. Petersburg, Oct. 21.—The Government railroads have had a record year in the matter of prosperity. The net income for the year ended June 30 was 961,989,836 rubles, which was 136,386,958 rubles above the estimates.

The expenditure for the same period was 629,698,267 rubles, or about \$314,800,000.

## IN A BURNING SULPHUR MINE.

Hundred Men Trapped in Sicily—Rescuers Badly Injured.  
Special Cable Dispatch to THE SUN.  
TRABONELLA, Sicily, Oct. 21.—One hundred men are entrapped in a burning sulphur mine near this place. So far all attempts at rescue have been baffled. Two of a party of rescuers were badly burned in trying to reach the entrapped men.

The disaster was caused by an explosion of gas.

## COOK TO BRAVE COPENHAGEN.

Man Who Didn't Discover the Pole to Lecture There Despite Friendly Warnings.  
Special Cable Dispatch to THE SUN.  
COPENHAGEN, Oct. 21.—Dr. Cook, the great pole finder, who proclaimed his alleged discovery from this city two years ago, is to lecture here on October 23, in spite of good advice.

## LEISHMAN LEARNING BERLIN.

## Brilliant Embassy Expected—Plays—Turkish Rigging—Caruso.

Special Cable Dispatch to THE SUN.  
BERLIN, Oct. 21.—John G. A. Leishman, the new American Ambassador to Germany, is acquainting himself with the routine duties of his office and exchanging visits with leading Germans. He is staying at the magnificent apartments on Bendlerstrasse of Secretary Laughlin, who is still the head of the embassy and will continue to be until the Ambassador has presented his credentials to the Kaiser. It is believed here that during Mr. Leishman's embassy the United States will be brilliantly represented on the social side, among the reasons quoted for this feeling being the fact that he brought four automobiles with him from Rome.

Winthrop Ames, formerly director of the New Theatre, New York, is here play hunting. He says he has been struck by the difference between the German and American attitude toward the drama. The Germans, he says, like the Italians and Russians, are inclined to regard a play as a work of art, something which is submitted to their critical judgment. The Americans take a more subjective attitude. They enter into the events portrayed on the stage and share sympathetically in the emotions of the characters. The Germans enjoy plays which Americans would consider obscure and mystical. Mr. Ames considers that German players try to get closer to life than American, English or French actors, who, especially the French, are still slaves to tradition and expect great parts and passages to be rendered as they always have been.

An American girl, Anna Webster Powell, a singer and lecturer, has created a mild social sensation in Berlin with a dress of her own invention. It consists of a pair of Ottoman trousers covered fore and aft with panels which are joined by elastic bands, thus allowing free movement of the limbs. Miss Powell was accompanied in her singing by Signora Eugenio Dipiranti of the American Philharmonic Academy.

The demand for tickets for the Caruso performances has been greater than in any previous year. The police were ordered to allow only two persons abreast in the queues instead of five as heretofore. No one was allowed near the doors of the opera house until 8 A. M., two hours before the sale began. As a result of these orders crowds assembled throughout the nights around the monuments near the palace and caused much more trouble to the police than usual. The chief cause of the rush was the desire of speculators to secure tickets and resell them at an advance over box office rates. The management made efforts to foil the speculators by refusing to sell more than two tickets to any one person. The speculators, however, in some way managed to secure a large number of seats.

## ARCTIC MOTOR BOAT CRUISE.

## Russian Explores 1,000 Miles of Nova Zembla's Shores—Mineral Finds.

Special Cable Dispatch to THE SUN.  
ST. PETERSBURG, Oct. 21.—Russia's latest Governmentally equipped exploring expedition has achieved considerable scientific and practical results. The use of motor boats. The chief ship of the expedition, the *Princess Olga*, has just returned to Archangel from Nova Zembla. She brings news that Prof. Roussneff, the geologist of the expedition, made a trip in a motor boat from Belusky Bay through the Kara Strait to the Kara Sea and reached Matotschkin Strait in Nova Zembla and thence went on to the ice sea. He covered over 1,500 verst, or about 1,600 miles, on the southern and southeast coast of Nova Zembla, and mapped it for 500 verst, or 533 miles. There was much drift ice on the south coast, but the Kara Sea was completely free of it.

The metallurgists in the party found copper ore on the shores of Propushtchy Bay, traces of naphtha on North Island and Tchekin Bay and copper and indigo in Krestoff Bay. The expedition left a meteorological station at Oligino.

## GOMEZ DEFIES VETERANS.

## Cuban President Won't Let "Spanish Guerrillas" Resign.

Special Cable Dispatch to THE SUN.  
HAVANA, Oct. 21.—In consequence of the veterans' protest against the appointment of Spanish guerrillas to public office, Senor Chulion, Secretary of Public Works, presented his resignation to President Gomez to-day. The resignation was refused by Gomez, who said that Cuba cannot dispense with the valuable services of Chulion.

A Chalons is the man against whom the veterans are particularly bitter, it is now up to them to make good the threats they uttered yesterday. Gomez stands pat. Several ex-guerrillas who were holding rural offices have resigned because of the threat that they would be lynched if Gomez refused to remove guerrillas. The President signed a decree to-day permitting the return from Spain of the exiled journalists, the two Villaverdes, who were deported as pernicious foreigners. This was the result of determined efforts on the part of Spanish merchants here.

## ALPINE DEATH ROLL.

## 115 Climbers Killed in 1911; All but Two Mountaineering Without Guides.

Special Cable Dispatch to THE SUN.  
LONDON, Oct. 21.—The Alpine death roll for 1911, though probably not quite complete, shows that 115 persons were killed and 37 injured during the season. The killed include 38 Germans, 29 Austrians, 27 Swiss, 9 Frenchmen, 5 Italians, 3 Englishmen, 2 Russians, 1 Hollander and 1 American. The majority of the accidents seem to have been preventable, as there were only two fatal accidents to climbers who provided themselves with guides. Thirteen of the victims were looking for edelweiss and other Alpine blooms.

Three Viennese, a man and two women, were killed on the easy climb of the Great Pyrgas in the Tyrol. The man's boots were not even hobbled. One of the girls wore a hobble skirt, while both wore high heeled shoes.

Though there are many English climbers the number of accidents among them is small, as they invariably take guides.

## PUSHING WORK ON THE MAINE.

## Ship's Pump in Good Order Helping—Cyclone Peril Past.

Special Cable Dispatch to THE SUN.  
HAWAII, Oct. 21.—The removal of the remaining mud about the Maine is progressing rapidly and the workmen are now within three feet of the bottom of the ship. Major Ferguson recovered a hydraulic pump from the wreck in perfect condition, and helps now refitting it with gaskets for the purpose of keeping the water pumped out of the ship.

All danger of a cyclone hampering the work on the wreck seems to have passed.

## MAY MEAN NEW RAILWAY WAR

## LABORITES ANGRY AT BRITISH CONCILIATION PROPOSALS.

Workers Gain Skilled Advocates in Discussion of Dispute, but Recognition of Unions is Refused—No Power of Enforcement—Signs of More Trouble.

Special Cable Dispatch to THE SUN.  
LONDON, Oct. 21.—The publication last night of the report of the royal commission which was appointed to investigate the recent strike on English railroads is a reminder that the warfare was fraught with more serious dangers than the armed conflict of Italy and Turkey. The report is signed unanimously and the signatures of such stout Laborites as Arthur Henderson and John Burnet should carry weight with the men, but it is almost safe to say at once that the report instead of making the conclusion of even temporary peace will prove to be the commencement of more serious troubles in the railroad world than those which have already been seen.

The chief concession to the men is permission to appoint a "secretary advocate" to each sectional board. "We think," says the report, "that with their great responsibilities the companies cannot and should not be expected to permit any intervention between them and their men on the subjects of discipline and management."

The companies' refusal to recognize the trade unions is here upheld, but the unionists' plea that ordinary workmen are unable to state and argue their case properly is recognized by the concession that the men may elect from any source a secretary advocate to a sectional conciliation board, who may thus be a unionist official. In short the commissioners have enabled the railroad men to put an expert official against the companies' expert at a conciliation board meeting.

By the abolition of a central board and other improvements, the commissioners' scheme makes for acceleration in settling disputes, as the men's representatives demanded. Of course some provision had to be made in case of a deadlock. It was noted when the commission was taking evidence that representative after representative of the men rejected every suggestion that the chairman could devise, now the commissioners' expedient is to call in an independent chairman in case of failure to agree.

Probably there will be a strong protest against this. The chairman is to be chosen from a panel prepared by the Board of Trade Conciliation boards may select a chairman but if they cannot agree on an individual, the Board of Trade will nominate one. When a conciliation board has arrived at an agreement it is valid for a year.

This would put an end to twenty-four ultimatums, but unfortunately there is no machinery to enforce this or any other provision. The likelihood of the commissioners' scheme being of any practical use may be estimated from the stream of telegrams coming from all over the United Kingdom declaring dissatisfaction with the plans. None of the men's leaders has a good word for the scheme.

The secretary of the Amalgamated Railway Servants' Society says it is "bitterly disappointing." The general secretary of the Amalgamated Society of Railway Servants says: "I am absolutely satisfied that it will not meet with the approval of the men. As to whether it will lead to further trouble, I am not a prophet." It is needless to multiply such expressions of opinion.

Approval only comes from a few Laborites of the older generation, such as the venerable Labor leader, Thomas Burt, M. P., who thinks the scheme ought to make for industrial peace. The men, he says, have gained a very important point in receiving recognition. By this Mr. Burt means the institution of the office of secretary advocate, who is to be elected by their own free choice. But men of the type of Burt are no longer listened to and everything indicates that the new scheme will be of even less avail than the old one.

## ITALY AGAINST NORTON.

## So Mr. Armour Decides to Abandon Researches in Cyrene.

Special Cable Dispatch to THE SUN.  
ROME, Oct. 21.—Prof. Norton of the American archaeological expedition to Cyrene, which is being financed by Allison V. Armour, applied for a permit to return to Tripoli to prosecute his work. This was granted in deference to the United States, though unwillingly.

The State Department at Washington has been notified that the presence of Prof. Norton in Tripoli would be undesirable owing to his Italophobia and also that Italy refused to assume any responsibility for his safety.

The State Department has brought pressure to bear upon Mr. Armour not to send Prof. Norton to resume excavations at Cyrene. Mr. Armour refused at first to recall Prof. Norton, but decided later to abandon the excavations.

## PLAGUE CASE IN CANAL ZONE.

## Victim Had Just Arrived From Ecuador—Stringent Quarantine Precautions.

Special Cable Dispatch to THE SUN.

PANAMA, Oct. 21.—It is announced officially here to-day that Herman Bolton, a naturalized American who came here on the steamship Chile from Guayaquil, Ecuador, on the 11th of this month and died at the Ancon Hospital, in the Canal Zone, on the 17th, was suffering from bubonic plague.

The fellow passengers of Bolton on the Chile have been subjected to the usual quarantine. Everything on board the vessel, including the baggage of the passengers, has been disinfected and all the necessary precautions taken.

None of the passengers has shown any symptom of the disease and there have been no developments since the steamer arrived. It is not expected that there will be any further cases.

## KING PETER'S VISIT HOOBOOED.

## New Postponement for Serbian Monarch Because of Tripoli Tangle.

Special Cable Dispatch to THE SUN.

PARIS, Oct. 21.—King Peter of Serbia has decided again to postpone his visit to Paris, this time on account of the Tripoli disturbance.

On two previous occasions the visit was postponed on account of French official mourning, the first time because of the death of M. Berteaux, the Minister of War, killed by an aeroplane, and the second because of the Liberté disaster.

## PORTUGUESE CRUISER ASHORE.

## Crew of the Sao Rafael Leave Stranded Vessel in a Heavy Sea.

Special Cable Dispatch to THE SUN.

LISBON, Oct. 21.—The Portuguese cruiser Sao Rafael, of 1,500 tons displacement, lost her bearings in a fog to-day and ran ashore at the mouth of the Ave River. The crew had difficulty in getting to dry land owing to the rough sea.

## B. Altman &amp; Co.

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WOMEN'S EXTRA SIZE SILK HOSIERY

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THIS HOSIERY WILL BE REPLACED IF UNSATISFACTORY AS TO WEAR.

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PRICES WILL BE FOUND REASONABLE.

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## GERMAN COLONIAL COURT.

## Belchag Defends Government Proposal for Administrative Member.

Special Cable Dispatch to THE SUN.  
BERLIN, Oct. 21.—The Reichstag discussed to-day the bill providing for the establishment of a Colonial Consular Court to consist of four judges and an administrative official from the Foreign Office.

The radicals objected to the latter provision and notwithstanding strenuous arguments on the part of Foreign Minister von Kiderlen-Wachter the Radical motion for the omission of the administrative official was adopted.

As amended the bill was adopted on the second reading.

## MAY PROSECUTE STRIKERS.

## Longshoremen of Sydney Break Law and Embarrass Coastwise Trade.

Special Cable Dispatch to THE SUN.

SYDNEY, N. S. W., Oct. 21.—Four thousand longshoremen struck here to-day for an increase in wages from 30 to 35 cents an hour. Steamers plying between the colonies are seriously affected and shippers refuse to accept any cargoes bound for Sydney.

It is expected that the Government will prosecute the men for going on strike without giving the legally required notice.

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REGULAR PRICE \$28.00 PER PAIR AT \$16.00

10,000 FABRIC SQUARES

OF IMPORTED BROCADED VELVET, SILK DAMASK, TAPESTRY, PANNE VELOUR, MOIRE AND OTHER RICH MATERIALS, SUITABLE FOR PILLOW TOPS, CHAIR SEATS AND FANCY WORK, REGULAR PRICES 75c. TO \$4.00.

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TO-MORROW (MONDAY), THE FOLLOWING WILL BE OFFERED

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(DOUBLE WIDTH),

REGULAR PRICES \$2.00 TO 3.50 PER YARD, AT \$1.00 & 1.25

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REGULAR PRICE \$2.50 PER YARD AT \$1.25

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LONG DRESSES, HAND-EMBROIDERED AT \$2.00

SHORT DRESSES OF PIQUE, LINEN AND NAINSOOK, IN TWO TO FOUR YEAR OLD SIZES, AT \$3.00

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